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## LEADS IN MOTOR FISHING CRAFT

**Largest Fleet in the World Is Found Out on the Pacific Coast.**

It can be rightly said that the largest fleet of motor fishing vessels in the world is found on the Pacific coast, where it plays the vital part in harvesting a \$50,000,000 crop of sea food every year, says the Pacific Fisherman. Nowhere in the world have fishermen so quickly realized the superior advantages of power vessels over the old-fashioned methods, still in vogue in many other places. The growth of the fisheries on this coast has been due mainly of course to the fact that it is a section of coastline gifted by nature to an unusual degree, but it is probable that no other factor has contributed as greatly to the commercial development of these fisheries as the motor fishing vessel.

The fisheries of the Pacific differ quite materially from those of any other section and as a result, in the application of the motor boat to them it became necessary to evolve a number of new types particularly suited to the work. For some years past these types have been changing rapidly as experience in their operation demonstrated the necessity of changes. Within the past few years, however, they have begun to approach a more permanent design, the experimental stage in many cases having practically been passed.

## PACIFIC COAST HALIBUT CATCH

During the year of 1912 there were 651 persons employed in all branches of the halibut industry. The total investment was \$1,194,073. The prepared weight of the catch amounted to 17,315,171 pounds, which sold for \$822,362, a small increase in the total over 1910, but a slight decrease in the output of southeast Alaska. There was a slight falling off in the number of vessel fishermen, while there was little over half the number of shore fishermen employed. With this may be noted a marked decrease in the number of small launches, bringing about a slightly smaller total investment in the fishery in spite of a heavier valuation of the larger vessels and shore property. In this connection it should be stated that the shipments reported by the Puget Sound fleet operating in Alaska fell from 3,531,644 pounds in 1910 to 2,399,379 pounds in 1911. These figures may indicate the beginning of a depletion of the southeast Alaska inshore halibut banks. Central Alaska this year furnished 89,479 pounds, the first product of the western banks.

### Portland Fish Notes.

The only market fish landed Thursday was by the boat fishermen, a few of them coming in with small fares which were grabbed up quickly by the local dealers, about nine cents per pound being the ruling price. Tom Burgess in his naphtha boat took out about 1100 pounds, while Irving Doughty and Albert Cushing of Long Island also made a good stock.

## HADDOCKERS HALIBUT IS THE LOST ALL OF THEIR GEAR FEATURE HERE

(Special to the Times.)

Thirty sail of haddockers are at Liverpool and Sandy Point, N. S., all minus their strings of trawls. All the crafts set off there last Tuesday when a blinding snow storm struck, forcing all hands to come on board in haste, leaving practically their entire strings out.

The crafts harbored at Liverpool and Sandy Point and up to Thursday had been unable to go out and look for them. They expect to see little or

none of their gear again.

The Times' correspondent at Liverpool under date of February 13, says, "weather extremely cold and boisterous for the past four days with the thermometer away below zero."

This explains the shortage in the fresh fish supply of last week, which resulted in a genuine famine, sending prices sky-highward. It means a loss of between \$18,000 and \$20,000 to the fleet, figuring on a basis of \$600 to a craft, what it costs to fit out a haddock with trawl gear besides the loss of time and trip with prospective big market prices.

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### FISH DISEASES.

**Very Little Known of Their Cause or Treatment.**

Little or nothing is known of the causes and treatment of fish diseases and many such diseases are destroying the fish of this state and promise to become serious unless properly investigated and combated. The diseases of fish are of two kinds—first, those which are caused by such plant parasite as fungi, molds and bacteria. Second, those which are caused by animal parasites. The Commission of Fisheries of the State of New York recently called attention to the fact that the study of the diseases of fish has received but scant attention in this state and that with the splendid efforts which the State is making towards the re-stocking of our streams and lakes, should go a thorough investigation or study of diseases so that our scientific men will be prepared for the outbreak of any one of the several diseases which might cause very general dying of our game and food fishes. The forest zoologist of the New York State Forestry at Syracuse is studying the causes of blindness in many of the food minnows. Material has been obtained from the fish hatchery at Constantia and careful study is being made as to causes, and methods of prevention. It would be a serious thing indeed if the food minnows of our lakes should be destroyed by this disease and it is believed now after six months of investigation that practical methods of preventing the disease may be determined. The zoologist of the college will spend some time during the coming summer in the State Ranger school at Wanakena, N. Y., investigating the fish of Cranberry Lake and streams which flow into it. These regional studies of the fish life of the state will be continued from time to time by the college.

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## CRAFT LOST-- CREW SAVED

The former Boston fishing schooner Mary A. Whalen, which a few years ago was sold to parties in Newfoundland and placed under the British flag, has been lost at sea. News of the disaster was contained in a cablegram received from London Saturday, which stated that the Whalen had been abandoned at sea while on a passage from Grand Banks, N. F., to Oporto, Spain, and that the crew had been rescued by the Italian steamer Ravenna.

### Going Handcuffing.

Sch. W. H. Moody will fit for Georges handlining under command of Capt. Thomas Crowell.

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### Saturday's Gill Netting Arrivals.

Str. Robert and Edwin, 1200 lbs. fresh fish.  
Str. Nora B. Robinson, 3000 lbs. fresh fish.  
Str. Quoddy, gill netting, 1300 lbs. fresh fish.  
Str. Eagle, gill netting, 600 lbs. fresh fish.  
Str. Swan, gill netting, 400 lbs. fresh fish.  
Str. Rough Rider, gill netting, 1600 lbs. fresh fish.  
Str. Margaret D., gill netting, 2000 lbs. fresh fish.  
Str. Venture, gill netting, 1200 lbs. fresh fish.  
Str. Philomena, gill netting, 4000 lbs. fresh fish.  
Sch. Little Fannie, gill netting, 1800 lbs. fresh fish.  
Str. Sunflower, gill netting, 900 lbs. fresh fish.  
Str. Evelyn H., gill netting, 1300 lbs. fresh fish.  
Str. Ethel, gill netting, 2200 lbs. fresh fish.  
Sch. George E. Fisher, gill netting, 2000 lbs. fresh fish.  
Str. Seven Brothers, gill netting, 1800 lbs. fresh fish.  
Str. Dolphin, gill netting, 300 lbs. fresh fish.  
Str. Mystery, gill netting, 1400 lbs. fresh fish.

Str. Medomak, gill netting, 200 lbs. fresh fish.  
Str. R. J. Kellick, gill netting, 3000 lbs. fresh fish.  
Str. Bessie M. Dugan, gill netting, 2400 lbs. fresh fish.  
Str. Lorena, gill netting, 1000 lbs. fresh fish.  
Str. Sawyer, gill netting, 4000 lbs. fresh fish.  
Str. Carrie and Mildred, gill netting, 850 lbs. fresh fish.  
Str. Mary F. Ruth, gill netting, 1200 lbs. fresh fish.  
Str. Bethulia, gill netting, 3000 lbs. fresh fish.  
Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.  
Str. Nashawena, gill netting, 2500 lbs. fresh fish.  
Str. Geisha, gill netting, 500 lbs. fresh fish.  
Str. Enterprise, gill netting, 1500 lbs. fresh fish.

### No Sailings.

There was no sailing from the harbor this forenoon.

### TODAY'S FISH MARKET.

#### Salt Fish.

Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2. snappers, \$3.25.  
Eastern deck handline codfish, large, \$5.25; medium, \$4.50.  
Eastern halibut codfish, large, \$4.50; mediums, \$3.75. snappers, \$3.  
Georges halibut codfish, large, \$4.50; mediums, \$4.  
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.  
Pollock, \$1.50.  
Hake, \$1.50.  
Haddock, \$1.50.  
Newfoundland salt herring, \$3.25 per bbl.  
Newfoundland pickled herring, \$5 per bbl.

#### Fresh Fish.

Haddock, \$1.10 per cwt.  
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.  
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.  
All codfish not gilled 10c per 100 pounds less than the above.  
Hake, \$1.15.  
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.  
Dressed pollock, 80c; round, 90c.  
Bank halibut, 12c and 11c per lb. right through for white and gray.  
Newfoundland frozen herring, \$2.75 per cwt.

## Arrival of Three Fine Lots Mark Opening of Promised Busy Week.

With two fares of fresh halibut here this morning and four at Portland since Friday, there is more halibut in the market today than there has been for several weeks, with a continued demand for this kind of fish.

A nice fare is that of sch. Yakima, Capt. Robert Wharton, who has 24,000 pounds taken down on Quero, besides 5000 pounds of salt cod. This morning Capt. Wharton sold his halibut to the American Halibut Company this morning at 12 cents a pound right through.

Another halibut fare is that of the deck handliner, sch. Volant from the eastward, with 9000 pounds, besides 17,000 pounds of salt cod. The New England Fish Company were the buyers of the halibut at 11 cents a pound right through.

Another arrival here this morning was sch. Thalia from Portland with 10,000 pounds of salt cod.

For the first time in several days the main part of the fleet of gill netters got underway yesterday. Although the small boats did poorly some of the larger ones fared well, the best lifts being steamers Geisha, Philomena and Ethel, which had 4000 pounds a piece. Saturday's arrivals averaged also small, although the Sawyer, Philomena and Nashawena landed some nice trips.

Steamer Margaret D., Capt. John Dahlmar, brought in a monster cod yesterday, which tipped the scales at 65 pounds.

Steamer George E. Fisher landed a big lump fish, weighing 40 pounds yesterday.

This noon sch. Kineo, Capt. Nathaniel Greenleaf, arrived with a fine fare, 30,000 pounds of halibut.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Sch. Thalia, via Portland, 10,000 lbs. salt cod.

Sch. Volant, eastern deck handlining, 17,000 lbs. salt cod, 9000 lbs. fresh halibut.

Sch. Yakima, Quero, 20,000 lbs. fresh halibut, 5000 lbs. salt cod.

Str. Carrie and Mildred, gill netting, 600 lbs. fresh fish.

Str. Quoddy, gill netting, 1400 lbs. fresh fish.

Str. Eagle, gill netting, 200 lbs. fresh fish.

Str. Little Fannie, gill netting, 1500 lbs. fresh fish.

Str. Swan, gill netting 600 lbs. fresh fish.

Str. Rough Rider, gill netting, 2500 lbs. fresh fish.

Str. Margaret D., gill netting, 2000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 1800 lbs. fresh fish.

Str. Nomad, gill netting, 1500 lbs. fresh fish.

Str. Venture, gill netting, 1500 lbs. fresh fish.

Str. Philomena, gill netting, 4000 lbs. fresh fish.

Str. Hugo, gill netting, 500 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 3000 lbs. fresh fish.

Str. Ethel, gill netting, 4000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1200 lbs. fresh fish.

Str. Mary L., gill netting, 300 lbs. fresh fish.

Str. Gertude T., gill netting, 3500 lbs. fresh fish.

Str. Geisha, gill netting, 4000 lbs. fresh fish.

Str. Nashawena, gill netting, 1000 lbs. fresh fish.

Str. Harold, gill netting, 125 lbs. fresh fish.

Str. Medomak, gill netting, 1400 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 2500 lbs. fresh fish.

Str. Lorena, gill netting, 400 lbs. fresh fish.

Str. Sawyer, gill netting, 1500 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 650 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 1000 lbs. fresh fish.

Str. Anna T., gill netting, 2500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1500 lbs. fresh fish.

Str. Enterprise, gill netting, 1000 lbs. fresh fish.

Str. F. S. Willard, gill netting, 2800 lbs. fresh fish.

## GEORGESMEN HAVE HALIBUT

Schs. Marsala and Thalia were at Portland last Friday with fares of halibut, ranging from 6000 to 10,000 pounds apiece.

Sch. Jubilee was at Southwest Harbor, Maine, Saturday, with 10,000 pounds of fresh halibut.

At Portland today is sch. Hattie L. Trask with a fresh halibut fare.

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# T WHARF HAS SHORE BOATS IN

And in Consequence Fine  
Lot Gilt Edge Fish Stock  
for Buyers Today.

With a fleet of 30 crafts at the dock this morning, the market at T wharf looked very much better than it did a week ago, for the dealers were fairly well supplied and prices and buying was steady throughout.

The offshores in were the steam trawlers Crest and Foam, the former with 72,000 pounds and the latter 53,000 pounds. The shore boats hail for their average fares, mostly haddock and cod. Schs. Jessie Costa, Mary C. Santos and Buema have the largest hauls among the sailing fleet with 34,000, 32,000 and 25,000 pounds respectively.

Haddock sold at \$4.25 to \$5 a hundred weight; large cod, \$6, market cod, \$4; hake, \$4 to \$6.50; pollock, \$3 to \$4.50; and cusk, \$4.50.

## Boston Arrivals.

The fares and prices in detail are:

Sch. Clara G. Silva, 6000 haddock, 700 cod.  
Sch. Elva L. Spurling, 8500 haddock, 1400 cod.  
Sch. Motor, 1500 haddock, 1000 cod.  
Sch. Esther Gray, 2200 cod.  
Sch. Josephine DeCosta, 7000 haddock, 1500 cod, 5000 hake.  
Sch. Stranger, 7000 haddock, 500 cod, 2000 hake.  
Sch. Galatea, 1000 haddock.  
Sch. Flavilla, 4500 haddock, 500 cod, 1500 pollock.  
Sch. W. M. Goodspeed, 10,000 haddock, 700 cod, 2500 hake.  
Sch. Olive F. Hutchings, 8000 haddock, 800 cod.  
Sch. Buema, 22,000 haddock, 1000 cod, 1000 hake, 1500 pollock.  
Sch. Natalie J. Nelson, 8000 haddock, 300 cod, 1000 hake.  
Schs. Yankee, 2000 haddock, 1200 cod.  
Sch. Eleanor DeCosta, 15,000 haddock.  
Str. Foam, 48,000 haddock, 5000 cod.  
Str. Crest, 66,000 haddock, 6000 cod.  
Sch. Harriett, 6500 haddock, 400 cod, 2000 hake.  
Sch. Jeanette, 4000 haddock, 500 cod, 3000 hake.  
Sch. Jessie Costa, 34,000 haddock, 1000 cod.  
Sch. Mary C. DeCosta, 28,000 haddock, 900 cod, 3000 hake.  
Sch. Adeline, 7000 haddock, 1200 cod.  
Sch. Annie Perry, 14,000 haddock, 600 cod, 3000 hake.  
Sch. Genesta, 4000 haddock, 100 cod, 6000 pollock.  
Sch. Rose Standish, 200 haddock, 6700 cod.  
Sch. Rita A. Viator, 1000 haddock, 600 cod, 3000 hake.  
Sch. Manomet, 2500 haddock, 300 cod, 800 hake.  
Sch. Mary F. Sears, 5000 haddock, 1200 cod.  
Sch. Emily Sears, 4500 cod.  
Sch. Margaret Dillon, 5000 haddock, 200 cod, 3000 hake, 5000 pollock.  
Sch. Leonora Silveria, 5000 haddock, 1000 cod, 170 hake.

Haddock, \$4.25 to \$5 per cwt.; large cod, \$6; market cod, \$4; hake, \$4 to \$6.50; pollock, \$3 to \$4.50; cusk, \$1.50.

# LOSS FULLY \$250,000

North Atlantic Fisheries Co.  
May Rebuild Burned Plant  
on Strait of Canso.

The fire at Port Hawkesbury Tuesday night completely wiped out the North Atlantic Fisheries plant there, the largest owned by the company, only a couple of boilers remaining of the entire outfit. The safe went through the wharf, which was destroyed, and will be gotten out of the water as soon as possible. There was a total of \$212,000 insurance. There was a large quantity of fish and meat stored there and the loss will be heavy and a large number of men are thus thrown out of employment, which expected and depended on the industry for their winter's work.

A meeting of the directors of the North Atlantic Fisheries Company, was held at Halifax, Thursday. It is understood that the directors decided to rebuild at some point on the Strait of Canso, but the exact location has not yet been fixed.

## Fishing Fleet Movement.

Schs. Mildred Robinson, Virginia and Francis P. Mesquita arrived at Liverpool Thursday last and cleared for fishing.

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# GILL NETTERS FORCED BACK

Entire Fleet Started off This  
Morning But All Had  
To Return.

A heavy northeasterly blow prevailed outside yesterday, which hindered the operation of the gill netters, only a very few of them being able to lift at all.

The receipts were consequently small, less than 15,000 pounds in all being landed. These with what was brought in Sunday were shipped by the early morning's boat for the Boston market. Nearly the entire fleet got underway again this morning, but were obliged to return on account of the continued bad spell outside.

Sch. Kineo, Capt. Nathaniel Greenleaf, which arrived from halibuting as reported in yesterday's Times, had a fare of about 25,000 pounds. The trip went to the New England Fish Company at 15 1-2 cents a pound for white and 11 1-4 cents a pound for gray.

The only arrival here during the forenoon was sch. Jorgina from the shore with 4000 pounds of fresh mixed fish, which sold to the firm of A. Cooney & Company.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Sch. Kineo, Green Bank, 25,000 lbs. fresh halibut.  
Str. Quoddy, gill netting, 1200 lbs. fresh fish.  
Str. Lorena, gill netting, 500 lbs. fresh fish.  
Str. Eagle, gill netting, 400 lbs. fresh fish.  
Str. Lydia, gill netting, 300 lbs. fresh fish.  
Str. Swan, gill netting, 1500 lbs. fresh fish.  
Sch. Little Fannie, gill netting, 1500 lbs. fresh fish.  
Str. Medomak, gill netting, 500 lbs. fresh fish.  
Str. Gertrude T., gill netting, 1500 lbs. fresh fish.  
Str. Nomad, gill netting, 1500 lbs. fresh fish.  
Str. Margaret D., gill netting, 3500 lbs. fresh fish.  
Sch. Jorgina, shore, 4000 lbs. fresh fish.

## TODAY'S FISH MARKET.

### Salt Fish.

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Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.  
Pollock, \$1.50.  
Hake, \$1.50.  
Haddock, \$1.50.  
Newfoundland salt herring, \$3.25 per bbl.  
Newfoundland pickled herring, \$5 per bbl.

### Fresh Fish.

Haddock, \$1.10 per cwt.  
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.  
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.  
All codfish not gilled 10c per 100 pounds less than the above.  
Hake, \$1.15.  
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.  
Dressed pollock, 80c; round, 90c.  
Bank halibut, 12c and 11c per lb. right through for white and gray.  
Newfoundland frozen herring, \$2.75 per cwt.

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# BOUND TO STOP STEAM TRAWLERS

Borden Government In Canada Seeks to  
Amend Fisheries Protection Act by  
Very Stringent Provisions.

A bill to amend the Fisheries Protection act, the object of which is to pave the way for control through joint international agreement of operations of steam trawlers has been introduced in the Canadian Parliament by the Borden government. The bill which is of great importance to the fishing interests and contains some very stringent provisions is said to be bitterly opposed by the Liberal members of Parliament.

An Ottawa despatch under date of February 14, which appeared in the Halifax Herald, gives a fair idea of what is intended by the proposed legislation although there is some vagueness which has raised the inquiry here as to whether it is intended to do away with the Modus Vivendi, although there is no definite knowledge that such action is contemplated and it is generally believed here that such is not the intent of the bill.

The despatch says:

It seems hard to satisfy the maritime province liberals. One of the standing grievances of the fishermen of the eastern coast is the presence of foreign steam trawlers. These engines of destruction are greatly feared and dreaded by the men who live on the shore. Last year the liberals from the east complained bitterly because the government was not driving these trawlers away from the coast. Today they complained bitterly because it is trying.

The situation admittedly is difficult. The trawlers, mostly American and French, already are forbidden to trawl inside the three mile limit. They work, however, outside that limit and as they are free to do as they please on the high seas it is difficult to see how they can be stopped, short of obtaining an international agreement under which each country would restrain its own nationals from this sort of fishing. There is, however, this way of getting at them:

## To Keep the Trawlers Out of Port.

The use of our ports as bases of operation can be denied them. A trawler needs coal and to some extent ice and other stores. Judge McKenzie, of Cape Breton, by the way, insisted that they need bait, a statement which rather puzzled the house, as it is generally understood that the trawler scoops up his fish by wholesale without going through the deceptive formality of offering them hospitality. Well, the government came to the house this session with a bill designed to stop Canadian ports to these vessels. It is Mr. Hazen's bill, and it is entitled "An act to amend the Customs and Fisheries Protection act," and it greatly strengthens section 10 of that act.

By the section as it now stands the penalty of confiscation is decreed against foreign vessels which (1) fish inside the three mile limit; (2) enter territorial waters for purposes not permitted by treaty or the laws of the country.

It is proposed by the bill (1st) to strengthen the rule about foreign vessels by refusing to other nations these rights of fishing on the coast granted to the United States by the treaty of 1818; (2d) to refuse bait, ice, supplies, etc., as well as the right to tranship or get crews, to foreign vessels; (3d) to strengthen the clause under which

vessels poaching can be pounced upon and convicted.

## The Liberals Favor the Trawler.

To this measure the liberals offered prolonged and even bitter opposition. There was some dispute over the legal aspects of the right of ships to enter Canadian territorial waters. It appears that in strict law a foreign vessel has no right whatever to enter our territorial waters for any purpose but those of humanity. A dead set, however, was made against the clause refusing the use of Canadian harbors to trawlers. Mr. McKenzie took the field in form against the proposal. These trawlers, he said, bring to North Sydney a trade worth \$150,000 a year. They buy coal, supplies and bait.

Mr. Hazen marvelled at the trawlers having need for bait, but Mr. McKenzie insisted that these vessels buy great quantities of a small kind of herring which is useless for food.

"They buy these and they take them away," he said. Why cut off this market for the fishermen of North Sydney. Such a course would only send the French trawlers, who are the most aggressive, away to St. Pierre and Newfoundland.

Mr. Hazen said that Newfoundland already had denied the use of her harbors to fishing trawlers.

Mr. McKenzie argued that the Frenchmen could buy coal tow it in barge outside the three mile limit and there tranship it. Later he read a letter from the French consul in Sydney stating that no less than 14 French trawlers are operating in this vicinity.

Mr. Pugsley also deplored the cutting off of a lucrative trade from Sydney.

Mr. Hazen dwelt on the anxiety of the Nova Scotia fishermen to have the trawlers shut out.

## Conservative Members Seem to Curb Trawlers.

Mr. Jameson laid stress on the great injury done to Canadian fishermen by these trawlers and urged that they be deprived of their bases of operation.

Mr. Stewart of Lunenburg spoke of the injury done to the fishermen of his riding by the trawlers and objected to Mr. McKenzie wishing to sacrifice the interests of all the fishermen of the maritime provinces to the interests of one port.

Mr. Jameson pointed out effectively that the liberals had failed to protect the fishermen when they were in power, and had begun their period of opposition by censuring the conservative government for not doing at once what they had failed to do. Now they declined to accept the bill which would help the fishermen.

Nearly all the maritime province liberals fought the measure. Mr. Carroll supported Mr. McKenzie. Mr. Sinclair, while partially supporting the bill, discovered reservations. Mr. Kyte declared that the bill would not remove the trawling difficulty. Mr. Chisholm (Antigonish) took the same attitude.

## Hazen's Announcement Has Cured Nuisance.

F. B. McCurdy observed that not only was this a step towards the abatement of the nuisance, but Mr. Hazen's pronouncement had had the effect of preventing Canadian firms from embarking in the steam trawler business.

The bill was past through committee after a brief statement by Mr. Hazen and a slight amendment making it clear that the provision applies only to fishing vessels. The minister made it clear that a further conference will be held on the subject with Newfoundland and the United States and that progress may be expected.